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# “Railway in Serbia – part of regional transportation market”

The second stakeholder conference of the Danube strategy (EUSDR)  
Belgrade, 03.10.2013.



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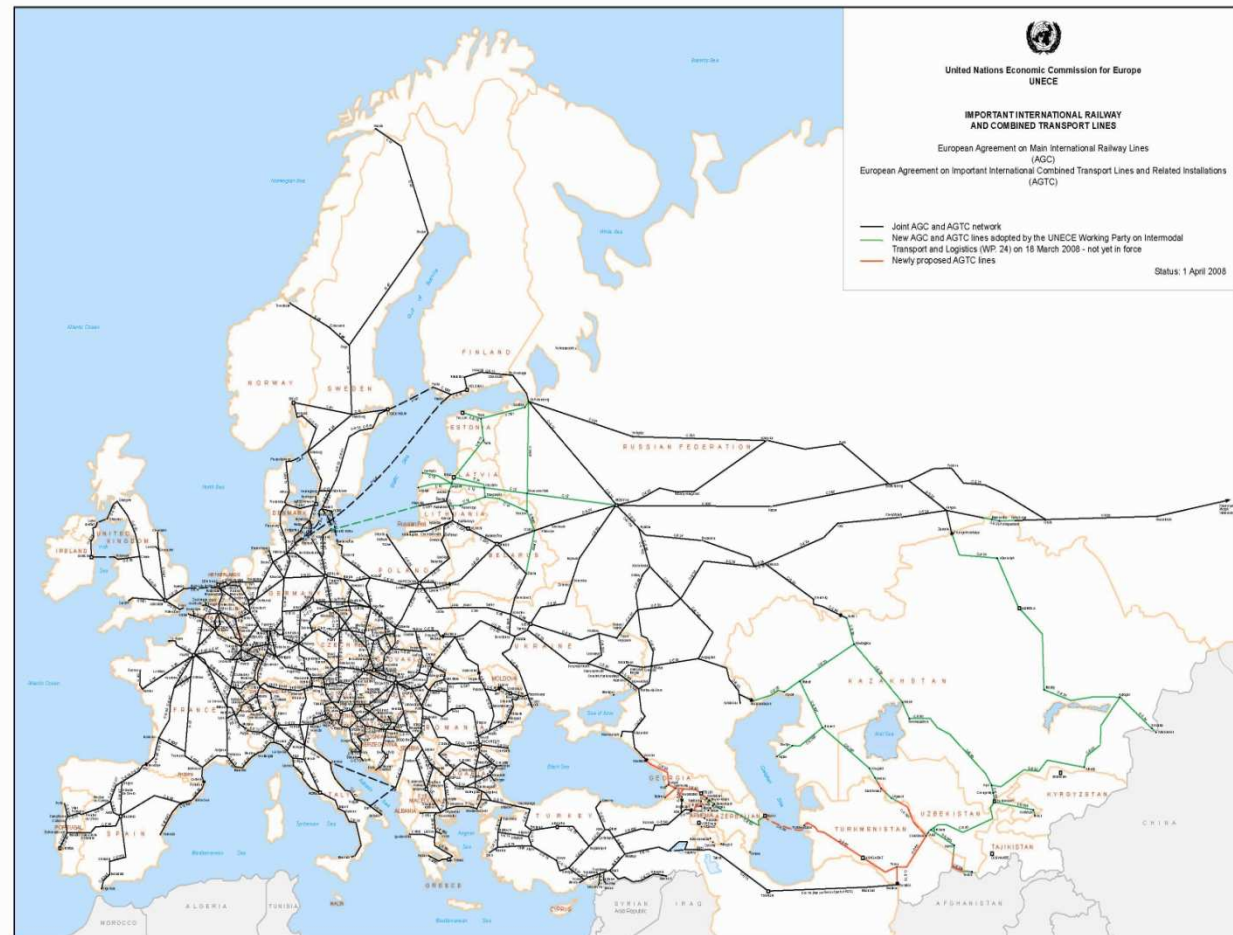
## The main goals:

- **High level of safety**
- Improving quality of transport services
- Stimulating economic growth through more efficient and cost effective transportation
- **Integration into the EU transport system**
- Minimizing negative impact to the nature and environment.



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- European Agreement on Main International Railway Lines (**AGC**)
- European Agreement on Important International Combined Transport Lines (**AGTC**)
- Agreement on the cooperation progress in South East Europe (**SEEC**)
- European technical specifications for interoperability (**TSI**)

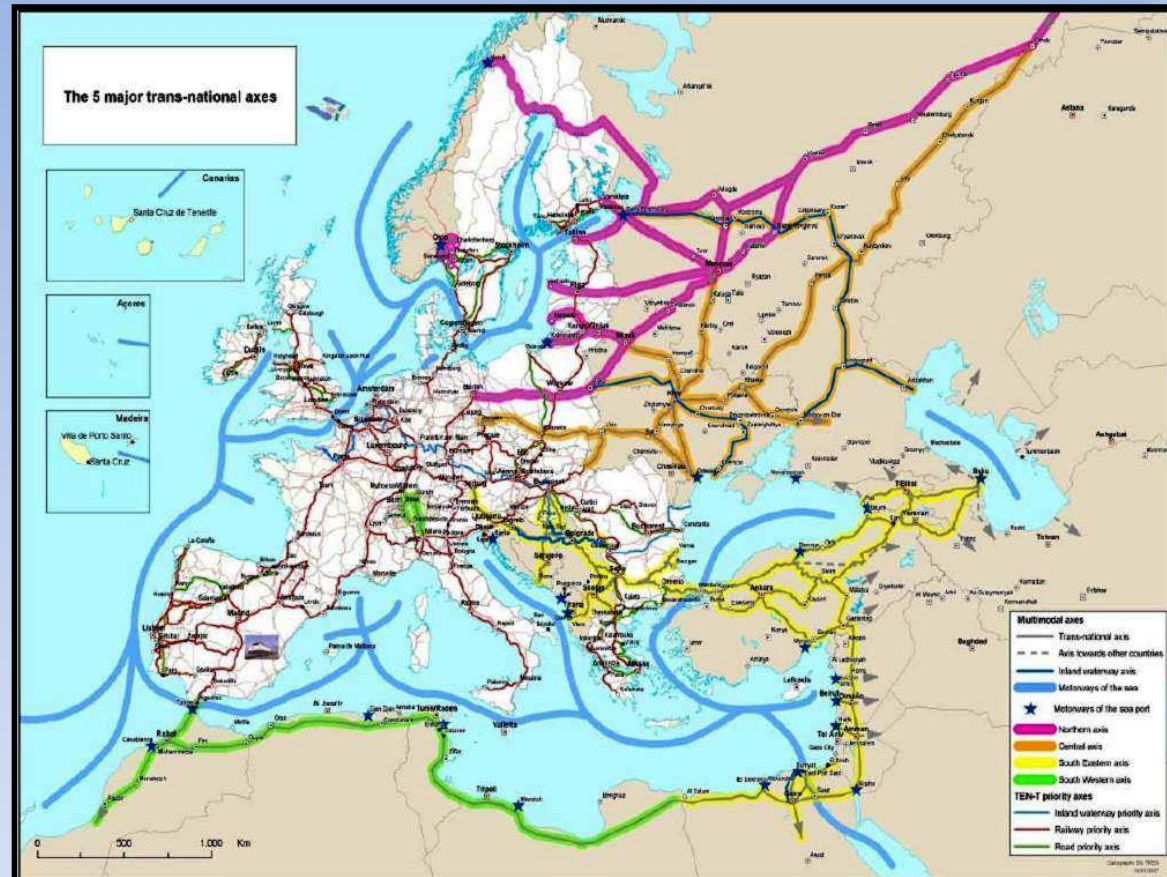




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## Railroad Corridor X

- The ultimate goal is double track, electrified railway suitable for speed limit of 160 km/h
- Integration of Serbian railways in the transport map of Europe
- Safe, efficient and customer adjusted transportation system







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## SOUTH EAST EUROPE Core Network Links Railways

### Corridors and Routes

- Corridor X
- Corridor Xb
- Corridor Xc
- Corridor Xd
- Corridor Vb
- Corridor Vc
- Corridor VIII
- Route 1
- Route 2
- Route 4
- Route 9
- Route 10
- Route 11





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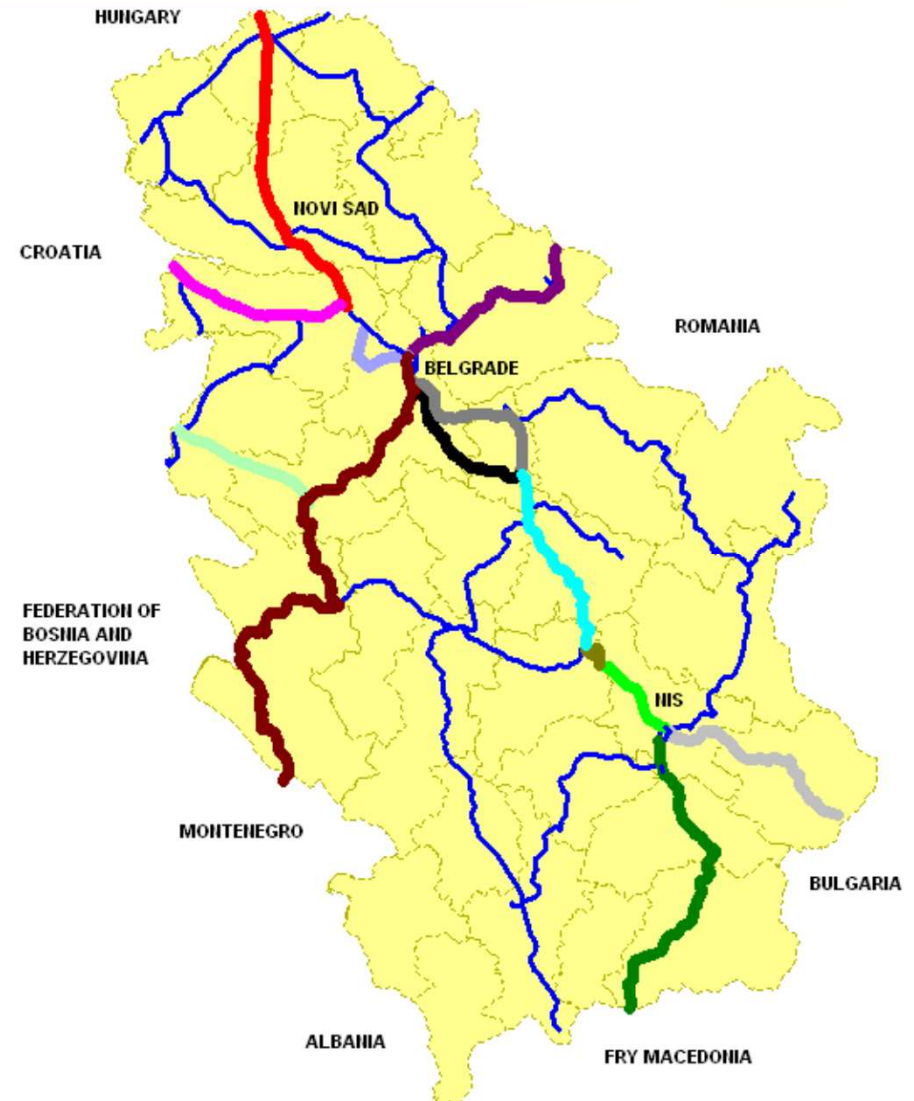




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## General Transport Master Plan to 2027

Projekti razvoja	
	Stara Pazova – Subotica
	Velika Plana – Stalać
	Đunis – Trupale
	Stara Pazova – Šid
	Resnik – Klenje – Mali Požarevac – Velika Plana
	Stalać – Đunis
	Niš – Preševo
	Niš – Dimitrovgrad
	Resnik – Mladenovac – Velika Plana
	Rehabilitacija regionalne železnice
	Valjevo – Loznica
	Beograd – Vrbnica (Bar):
	Beograd – Aerodrom – Batajnica
	Beograd – Vršac







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## Investment and maintenance costs of rail projects under GMPT

Br.	Železnička deonica	Vrsta projekta	Dužina (km)	Invest. troškovi	Održavanje
1	Stara Pazova - Subotica	Dvokolosečna pruga 160 km/h & ERTMS	185	555	9.6
2	Velika Plana - Stalać	Modernizacija 160 km/h & ERTMS	88	212	2.4
3	Đunis - Trupale (Niš)	Modernizacija 160 km/h & ERTMS	40	97	2.1
4	Stara Pazova - Šid	Modernizacija 160 km/h & ERTMS	87	207	5.8
5	Resnik – Klenje - Mali Požarevac - Velika Plana	Dvokolosečna pruga 160 km/h & ERTMS	91	365	4.6
6	Stalać – Đunis	Nova dvokolosečna pruga 160 km/h & ERTMS	17	128	0.9
7	Niš – Preševo	Dvokolosečna pruga 160 km/h & ERTMS	156	630	8.9
8	Niš - Dimitrovgrad	Dvokolosečna pruga 160 km/h & ERTMS	104	440	5.3
9	Resnik - Mladenovac - Velika Plana	Dvokolosečna pruga 160 km/h & ERTMS	76	363	3.9
10	Regionalne pruge	Rehabilitacija projektovane brzine	1491	1042	44.7
11	Valjevo - Loznica	Nova jedan kolosek 120 km/h	110	220	3.3
12	Beograd - Vrbnica (Bar)	Modernizacija jedan kolosek 120 km/h	287	448	9.2
13	Beograd - Aerodrom - Batajnica	Nova dvokolosečna pruga 160 km/h & ERTMS	21	254	1.1
14	Beograd - Vršac	Modernizacija jedan kolosek 120 km/h	104	125	3.3





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## The Main Challenges

- Railway infrastructure development in collaboration with the neighboring countries
- Border procedures in railway transport
- Institutional Reform
- The liberalization of railway transportation market
- The joint approach to customers (Cargo 10)



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## Railway Infrastructure Development

- Harmonization of national development plans is of great importance because the same criteria must be used in all the Western Balkans countries.
- Criteria related to the parameters used in the design and construction process (speed, curve-radius, axle weight, etc) to maximize the quality of transport services being offered.
- Balkan countries are small, they must work together, therefore must develop railroad infrastructure for themselves, because it is a luxury that only large and rich countries can afford.



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## Border procedures in railway transport

- The infrastructure development is not the only requirement for improving the quality of services in railway transport.
- Border agreements between the countries is mighty tool for shortening the time spent on the borders to the point of entry into the EU. Those agreements are made in cooperation with the following institution: Police, Custom, Inspection, and Railway.
- Serbia has an agreement with Bulgaria, Montenegro, and agreement with Macedonia is being finalized.



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## Institutional Reform

- The Law on Railways
- Draft Law on Safety and Interoperability
- Change of legal form from government-owned corporation (GOC) to joint-stock company (JSC) "Serbian Railways"
- The new Articles of Association of JSC "Serbian Railways"
- Establishment of subsidiaries
- Separate accounts
- Contractual relationship with the Government
- Directorate for Railways
- Safety authority
- The regulatory body
- Market liberalization





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## The liberalization of railway transportation market

- Certainly the biggest challenge for all countries in the Western Balkans
- Monopoly is now spread everywhere throughout the Western Balkans
- The three stages of opening
- Interoperability is an important advantage in the Western Balkans



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## The common approach to customers (Cargo 10)

- Joint sales tool
- Nowadays, it takes up to seven days for a potential client to collect three bids for transportation and in the mean time the freight gets transported by the alternative method.
- The Government of Serbia adopted the Founding Act for Cargo 10 JVC.
- It is expected in forthcoming period this company to start being operate.



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## EU Strategy for Danube Region

Study on inclusion of a new RAIL corridor linking together the EU and non-EU member states

- All of the above mentioned challenges will have great support through the EU project
- **Market aspekt:**
- Analyze the transport demands in the Danube Region and further along South Eastern axis
- Analyze current cross-border rail transport and transit times,
- Identify non-infrastructure bottlenecks,
- Asses level of reforms of the railway companies in the Region, achieved level of interoperability and open market in individual countries,
- Based on the results define recommendations 1.



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## Infrastructure aspect

- Estimation of the condition of current rail network on the Corridor X
- Define scenarios of investments (minimal and maximum)
- Identify current infrastructure bottlenecks and potential bottlenecks due to future traffic increase
- Identify priority projects with required investments
- Based on the results define recommendations 2.





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## Benefits

- Transnational dimension, shared experience between stakeholders

## Project results

- Overview of current situation (operation and infrastructure)
- Market demand of the Danube region countries and real needs based on interviews and questionnaires. Forecasting of rail transport flows, updated status on the development of the Rail Corridor X.
- Basis for a future comprehensive study of the Rail Corridors crossing the Danube Region.
- Based on project results, the decision makers (GMs, railway companies, MoT, MoF, IFI-s, etc.) will have benefits and good ground for investment planning and forecasting



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## The infrastructure projects

- EIB II - € 50M
- EBRD IV- € 35M
- IPA – Zvezlj Bridge - € 45,3M
- EBRD V- € 95M
- Kuwaiti loan - € 27M
- Russian loan - \$ 800M
- IPA 2008 - € 3M
- PPF4: Nis – Brestovac - € 1M
- IPA 2011- € 8,3M
- Czech credit - € 120M

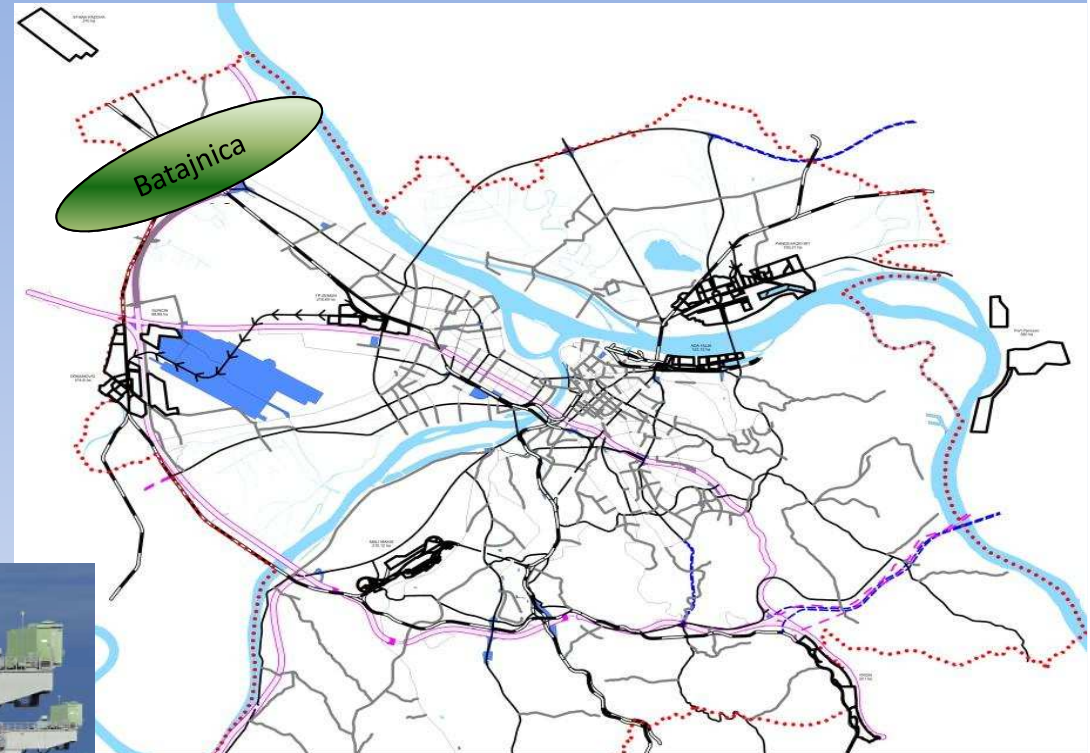




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## Intermodal transport

- Project: **Facilitating intermodal transport in Serbia: € 2M IPA 2008**
- **The construction of the intermodal terminal in Belgrade**
- EU/IPA 2013, RS budget and the budget of the City of Belgrade: € 19M





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## Modernization of the rolling stock

- EBRD II - € 60M
- Eurofima - 43 mill CHF
- Domestic wagon production revitalization program
- EBRD III- € 100M
- EBRD IV- € 65M
- Russian credit - \$100 M







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## Conclusions

- The Danube Strategy is a strong support to the regional rail network linking
- Efficient use of investment is preconditioned by the railways reform
- Expanded, improved and safe railroad network with market access



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## **Conclusions**

- Through the traffic management policies in the field of rail transport, the MoT will continue to support the development of the railway through investments and reform of the railways, in order to obtain:
  - Improvement and expansion of the railway network
  - Improvement of the railway transport vehicles quality
  - Traffic safety increase
  - Increase of the average speed and reduction of travel time
  - Integrated system in European Railways
  - Meeting the needs of modern transport market
  - Improvement of the quality of life in Serbia

**Once we fulfill all of the above-mentioned aims, we will achieve a modern rail system adapted to the users in passenger and freight transport.**



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**Thank you for your attention!**

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